# WINCHESTER IS

ing him a massive stone dwelling on one of the principal streets. Stonewall Jackson's headquarters during a part of his Valley campaign, was in Winchester, and the Rev. Dr. Graham, with whom he boarded at that time, still lives to relate anecdotes of, perhaps, the most commanding figure in the Civil War. One of the most attractive public build-

ings is the City Hall, which stands in the center of the public square. The building is handsome, massive and of such architectural worth that it would do honor to a city of any size.

An interesting feature of the political and social life in Winchester is the socialies of the fire companies. These institutions are organized in the name of clubs, having as members the best class of clizens, and dominating city politics. Within a short time, the city will have built the most commodious, as well as the best equipped, library in the State. This building is the gift of the late Judge John Handley, of Seranton, Pa., from whose estate the city will probably receive not less than a million and a half dollars. The library is to cost a quarter of a million dollars, and the residue of this estate is to be expended in the improvement of public schools. Winchester and the surrounding country are also remarkable for having the best roads in the Btate. Not less than nine turnpikes center in the city, and to this fact probably more than to any other is due the wonderful advancement of values that has taken place in farms and outlying lands.

Closer Relations. An interesting feature of the political

#### Closer Relations.

The question of closer relations with the southern and eastern portions of Virginia is vital to the people of the Valley. The older residents recall the time when all their cattle and provender were sold in Virginia markets, while now they bitterly complain of being obliged to dispose of them at a sacrifice in the North. In speaking of this condition of affairs, Colonel H. H. Baker, mayor of the city, said:

Colonel H. H. Baker, mayor of the city, said;

I sincerely hope that the plan of The Times-Dispatch to facilitate intercourse and lower rates on merchandise to that section of Virginia from which we have been cut off will be accomplished. We are neavily handicapped by the present railroad arrangements in shipping our produce to Southern points, and especially to that section of Virginia where there is little or no hay or corn raised. cially to that section of Virginia where there is little or no hay or corn raised, being thereby deprived of a home market. The only way for us to get our produce to points tributary to Richmond is by shipping via the Cumberland Valley through West Virginia and Maryland, or by the Beltimore and Ohio to Strasburg Junction, thence transferring to the Southern, thence transferring to the Southern, thence from Harrisonburg transferred to the Baltimore and Ohio, and a third transfer at Staunton to the Chesapeake and Ohio.

and Ohlo, and a third transfer at Saudi-ton to the Chesapeake and Ohlo.

If the Chesapeake and Ohlo or the Southern would lease the lines of the Baltimore and Ohlo between here and Staunton, and the Chesapeake and Ohlo Staunton, and the Chesapease and Chinowood would give us through connection, we could reach Richmond as passengers in much less time, and they could afford to give us a low enough rate of freight to secure our produce.

The city of Winchester is well drained, the level of travilor and is situated

The city of winchester is wen induced in a very fertile country. It has the right to as cheap rates on freight to southern points—our proper outlet—as any other sections of the country. We any other sections of the country. We are handicapped by at least a dollar a ton on hay and from two to five cents per bushel on grain. In addition to this, the Valley of Virginia produces more apples than any other section of the South, and we should have all advantaged. south, and we should have a averages of shipment and of freight rates. Winchester now claims the title of "Greater Winchester," since we have only this week extended our boundaries, an object we have tried to accomplish for object we have tried to accompany to over fifty years. We can boast of an assessed valuation of over two and a half million dollars and a tax rate of eighty cents on the hundred for municipal purposes, which, added to the State rate, makes a total of but one dollar and fifteen cents. Statistics show that we have the lowest death rate in the State. With a large influx of visitors during the summer; with its large woolen mills, its large flouring and knitting mills, its two large flouring and kinding mins, its two large glove factories, one the largest in the country, and its historical past. Win-chester is an inviting field for the home-seeker, and it is confidently believed that there will be a large increase of population and wealth and manufactures in the

near future.

If I can be of service, either individually or officially, in promoting better connections with the capital of our State, I shall be glad to be of service.

### Commends the Plan.

Judge Thomas W. Harrison, of the Cir-cuit Court, also spoke most heartily in favor of the proposed scheme as outlined by The Times-Dispatch. He said 'I have for many years been heartily in favor of some plan which would bring

## Summer Clothes For Men.

We are featuring Two-Piece Outing Suits for man and our showing of this popular garment in blue serges and homespuns is unsurpassed in Richmond.

## \$10.00 to \$30.00

## Office Coats

in stouts and regulars, all sizes up to 46 in pongee silks, silk alpacas, blue serges, in single and double-breasted models.

### Manhattan Shirts

for men. Sizes, 14 to 20, \$1.50 to \$3.50.

### **Smart Hats** For Men.

The best trade want the smaller shapes, narrow brims, with high silk band, these are the kind we are

## Meyer Greentree

Broad and Sixth Streets. "FOR MEN'S WEAR."

this section in closer touch with the rest this section in closer touch with the rest of Virginia. Personally I am obliged to visit the various sections of the Statu and keep in touch with my fellow Virginians, but the people of this city, for the most part, are completely out of touch with the rest of Virginia. The railroad facilities simply prohibit any travel towards Richmond. Our most direct route would be by way of Washington, which is more than three hours distint from Richmond, while Baltimore can tant from Richmond, while Baltimore can be reached in less than an hour. I am not only personally heartly in favor of the plan, but I feel sure that every thinking person in this community will do all in his power to further it. I have no doubt that the Council of the city will take appropriate action when the time comes to advantageously give their approval to the plan for bringing Virginians into closer touch with Virginia. Mr. Robert M. Ward, ex-city solicitor

who has on two occasions made an earn-est fight for better freight rates, in dis-cussing the question, said:
"I should say that the people of Win-chester are very much interested in bet-ter railroad connections between the lower and upper Valley and Eastern Virginia. This has been shown in a number of ways. On several occasions the matter has been taken in hand by the corporate authorities. In 1900 the Soutaern Railway broke connection with the Baltimore and Ohio at Strasburg Junc-tion. At that time the business men of Winchester petitioned the Common Coun-Winchester petitioned the Common Coun-cil to take up the matter on their behalf and to employ counsel to represent the interests of the city of Winchester the interests of the city of winchester in restoring the connection at that point. This was done, and at the request of the Council, expressed in its resolution, the railroad commissioner instituted proceedings against the Southern Railway and

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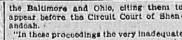
By BOOTH TARKINGTON,

Author of MONSIEUR BEAUCAIRE.

THEY say that lightning never strikes twice in the same place. But every rule has its exception, as is proved in the present instance, for there is no doubt that in "The Beautiful Lady," Mr. Tarkington's latest work, the lightning of genius has struck precisely where it struck in his famous earlier work, "Monsieur Beaucaire." There are few authors in the whole range of literature who have achieved two such perfect narrations, identical in spirit and fraught with the same exquisite grace and charm. The scene of the story is laid in modern Naples and

The publishers in making the book itself have tried to improve upon the attractiveness of Beaucaire, even. It is peculiarly appropriate as a gift book. There are seven illustrations by Blendon Campbell and the book is decorated throughout by William Jordan, Cloth 12mo. \$1.25.

McCLURE, PHILLIPS & CO. 44 East 23d St., New York



railroad facilities and connections in the Valley were fully shown, and as a result the court required the two railroads to make a schedule which would admit of a close connection at Strasburg Junction, and would cnable the Haltimore and Ohio to maintain its connections at Harper's Ferry with its trains on the main line,

Ferry with its trains on the main lino, east and west.

"A few years later this connection was again broken, and the Council again, upon the petition of the business interests of Winchester and the adjoining section, sent its legal representative before the Corporation Commission at Richmond in the interest of restoring better connections. I cite the above instance merely to show that public opinion upon this subject has taken shape and that the representative body of this city has, on more than one occasion, thought it necessary to take the matter in hand. If the several municipalities in the Valley could be gotten to co-operate in this matter, the end The Times-Dispatch has in view could be accomplished, I believe.

"The Valley of Virginia is perhaps the most prosperous section of the State, and is afflicted with the most inadequate railroad facilities. Communication between

is afflicted with the most inadequate rail-road facilities. Communication between the Valley and the eastern part of the State is, of course, affected by the rail-road conditions which exist in the Val-ley, and as a result Baltimore has come to be the commercial capital of the Shen-andoah Valley. If the markets of Rich-mond could be brought within the easy reach of the people of the Valley it would be to the advantage of both sections. Winchester is the largest city in the be to the advantage of boin sections. Winchester is the largest city in the Shenandoah Valley north of Staunton, and its business interests are very considerable. It is growing in population and in industrial prosperity, and in point of educational facilities and in the conveniences that make a desirable residential city, has not its equal in the State." Press Endorsement.

Mr. R. E. Byrd, editor of the Winchester "Evening Star" and a factor, in civic and political life in Virginia, spoke heartily in favor of the proposed plan.

civic and pointear me in virginia, spose heartily in favor of the proposed plan. He said:

"The lower Valley has realized for many years the inadequacy of the rail-road facilities south of us. The attention of the court has certainly been once directed to this question, the case being heard in Woodstock, and Judge Harrison, of the Circuit Court, required by his decree the Southern and the Baitimore and Ohio Railroads to make reasonable connections at Sirasburg Junction. As I understand the law now, the Corporation Commission has charge of such matters and has power to require the railroads to give public service in a proper and convenient manner. We are looking to the Corporation Commission to perform this duty, and, if they do, it will be to our great material advantage, as well as to the advantage of the entire State. Our intimate commercial relations with the North and East have been compelled by railroad conditions. We are obliged to trade with them, because we have no adequate facilities to trade with anybody else. Every consideration of sentiment and interest require that the Valley should have, at least, equal facilities with the rest of this State as now enjoyed with the North. We have practically no trade with points south of us, because railroad conditions prevent

should have, at least, equal facilities with the rest of this State as now enjoyed with the North. We have practically no trade with points south of us, because railroad conditions prevent it. As indicated in an editorial which I read in The Times-Dispatch of Tuesday, the people of the Valley are entirely loyal to our belowed State. It is not that they trade with Baltimore or Philadelphia or New York because they would rather, but because they would rather, but because they have to. I am not a practical man in railroad matters, but I believe that connections could be made and facilities furnished which would draw the Valley of Virginia as close to the rest of the State commercially as she is in sentiment. I believe that the people of the Valley will strongly favor any adjustment of the railroad conditions which would lead to this result.

"Of course, I consider Winchester an ideal place in which to live. We have a very healthful climate, perfectly pure water and beautiful scenery. Our schools have been long established, largely attended and thoroughly well managed. We enjoy, perhaps, the lowest tax rate of any incorporated city in the State. We have good streets, a fine opera house, splendid water supply, and, in fact, all the municipal improvements enjoyed by any other city. Living is relatively cheap. The town itself being an old one, formerly the seat of the general court, has a society which is unusually attractive; so much so, indeed, that strangers who once come here always desire to come back. The fable is that it is due to the waters of Shawnes Spring, but I think the rational explanation lies in the character and quality of our people.

Clarke county, which was taken from Fraderick and is very close and dear to ple. Clarke county, which was taken from

Frederick, and is very close and dear to us, has received lately a great many wealthy emigrants from other States, who are delighted with the Valley.

People Will Co-operate.

Mr. H. S. Hansbrough, president of the Sheanadoah Valley National Bank, and one of the leading business men of the section, was asked;

Do you think that the people of this section would co-operate with the rest of Virginia in attempting to bring about better railroad connections and facilities leading to a closer business relation with Eastern Virginia?

"I unusuestionably do, and they will

leading to a closer business relation with Eastern Virginia?
"I unquestionably do, and they will walcome very gladly any effort of the people of Eastern Virginia to bring about closer relations. I have felt for sometime that too much of the business of this section has gone out of Virginia instead of going nearer to the center of our State. We feel that every effort should be brought to bear to move what seems to loc an imaginary division line known as the Blue Ridge, which seems to have divided the business interests of our State. This has been brought about very largely, I think, because of the inadequate railroad connections between the two sections. Our railroad facilities east and north have resulted in attracting to large a percentage of the business of this fertile Valley in that direction and to the decided detriment of the Eastern section of our State, where it property belongs.

It would take only a cursory investi-

longs.

It would take only a cursory investigation to convince anyone of the material advancement made in this Valley within the past four or five years. Our whole section is in an unusually prosperous constitution with the property shown the past four or five years. Our whole section is in an unusually prosperous condition. This fact is very clearly shown by the very large increase in deposits in the various banks of this Valler amounting to nearly \$2,000,000. I should say this increase within the above period has been approximately one hundred per cent. Farming lands have very materially advanced in price and the home-secker and investor is constantly heard from. This is due to the very fertile soil we have, the excellent school facilities, and the low rate of taxation. Our little city is now preparing to erect a very handsome public library, having practically in hund is fund aggregating \$250,000 for this purpose, in the form of a bequest from the inte Judge John Handley, of Scranton, Pa.; besides which the residuum of the estate of Judge Handley comes to Winchester, which is to be utilized for educational purposes in all its various branches. This fund will probably aggregate \$1,000,000.

Heartill Fayor It.

You can be well this Spring

When you feel tired most of the time, and yet can't sleep well,—when you have headaches, feel all "run down," that is when your nerves are tired out.

When the nerves are tired we feel "all worn out" or "used up." This condition is caused by overwork or mental strain. The nerves are tired—they have been overworked, and they must be nourished and built back to their healthy, vigorous strength.

Paine's Celery Compound gets at the real cause and feeds

new power, new energy, to your tired nerves. It braces you up quicker than any other treatment, and it braces you up in the right way.

Paine's Celery Compound prevents the unhealthy reaction of tired nerves on the entire system.

Improved from the first

Toledo, O., 'April 1, 1904.—"It was a happy day for me when I commenced using Paine's Celery Compound a few years ago. Long continued nervousness and sleeplessness caused me to suffer as only those who have had the same trouble know. From the time I began taking your medicine I felt improved, and four bottles entirely cured me. If Paine's Celery Compound has done for the others the great good I derived from it, I don't wonder at the words of praise you are receiving. I am glad to recommend it."—Miss Ethel Benton.

It gives almost instant effect

# PAINE'S CELERY COMPOUND

### The celebrated nerve vitalizer and tonic

A druggist may not mean to be dishonest, but he is-if he sells you an imitation when you ask for Paine's Celery Compound. There is 20 years of reputation behind Paine's Celery Compound. What right has a druggist to offer you an unknown imitation and counterfeits without any reputation or any known value? He might just as well try to make a little more money by giving you a counterfeit ten cent piece in change.

The genuine Paine's Celery Compound is easy to tell. Ask your druggist if he is selling the genuine or a counterfeit. See that the picture of the bunch of celery is on the package and the bottle.

#### THE INTERNATIONAL SUNDAY-SCHOOL LESSON FOR JUNE 11, 1905.

Studies in the New Testament.

SUBJECT: The Message of the Risen Christ .- Rev. i: 10-20. GOLDEN TEXT: I am he that liveth and was dead, and behold

By REV. J. E. GILBERT, D. D., Secretary American Society of Religious Education.

PRELIMINARY.—The beloved apostic, as he usually spoke of himself (John xili:23), survived all the others, having been granted peculiar favor by the Master (John xili:23), that he might write the last portion of the sacred volume and the lived until near the end of the first century of our era, passing away about A. D. St., nearly thirty years after the destruction of Jerusalem. Five of the sacred books as signed to him, one gospel, three episites, and prophetic. John's writing are distinguished from all other parts of the New Testament by their deeper spiritual insight, so that the stident moves in a pures atmosphere on a more elevated plane. It is impossible to make it his last commendation from the prophetic of the contrained from all other parts of the New Testament by their deeper spiritual insight, so that the document in the same of the closes of the closes of the limbs of the prophetic of the prophetic of the contrained from all other parts of the New Testament by their deeper spiritual insight, so that the document in the same of the closes of the limbs of the prophetic of the prophetic of the contrained from all other parts of the New Testament by their deeper spiritual insight, so that the follower spiritual insight, so that the stident moves in a pures atmosphere on a more elevated plane. It is impossible to make it his last commendation of the prophetic of the same of the sam

Jeens over all Delich was microsary in bearing that meakness, privated tons and sufferings to the indignities, private and the state of their master. Master were subject for the sake of their Master. Master were subject for the sake of their Master. Master were subject for the sake of their Master. Master were subject for the sake of their Master was not perfectly and the sake of their Master was not seen to a work of victory—this must have been sufficient to awken in the mind of the bandshot he for the comforts of religion. On one occasion has been described as a support him, because the conforts of religion. On one occasion has been described as a support of the comforts of religion. On one occasion has been described as the support of the comforts of religion. On one occasion has been described as the support of the comforts of religion. On one occasion has been described as the support of the comforts of religion. On one occasion has been described as the part of the described as a transfer of the support of the comforts of religion. On one occasion has been described as a transfer of the comforts of religion. On one occasion has been described as a transfer of the comforts of the support of the comforts of religion. On one occasion has been described as a transfer of the comforts of the comforts of the support of the comforts of th

cational purposes in all its various branches. This fund will probably aggregate \$1,000,000.

An in the portion of the State should, on account of the poor railroad facilities, be protioned at the poor railroad facilities, be protioned facilities, be of our difference of the state should, on account \$1,000,000. We now have in some of the districts in the country a seven months' school term. In the country as a schools are also improving year by year, we only a schools are also improving year by year, the protion of the building area be found anywhere. Our country the benefit of the Handley bequest, which the benefit of the Handley bequest, which the benefit of the Handley bequest we will have schools are also improving year by year, the country as even months' school term. The country as a schools. We now have in some of the districts in the country we expect will amount to good are also improving year by year, we consider that the people of the school are also improving year by year, the school are also improving year by year, which the benefit of the Handley bequest, which the benefit of the Handley bequest we will have schools are also improving year by year, the school are also improving year by year, the school are also improving year by year, the country as chools are also improving y

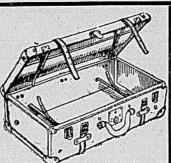
I am not authorized by S. R. Balley and Company, Amesbury, Mass., to sell their Whalebone Wagons, nevertheless

## I am Selling Them, and for \$190 at That

This price is exactly \$35 less than was quoted by the authorized agents at the time I undertook to supply the trade with this absolutely high-grade and eminently satisfactory vehicle. Should you desire to spend \$35 for the pleasure of buying from an authorized agent, all right. It's your money, But, If you are alming to save and get the goods too, then I am yours for a sale. I freely admit of a good profit, at \$190, much better than I ask on any other line of vehicles I sell. Murphy, to my mind, is as good as any name owned by competitors, but I have no desire to charge forty or fifty dollars for its use. I am not selling name-plates. I am charging only a reasonable profit above actual cost for style and guaranteed quality. Although this Ad, was written on a mirror, it is not intended as a reflection. It simply states facts. There is only one Balley Whalebone and I guarantee to furnish you that and any and all necessary parts for repairs. I will thank you for a visit to my repository.

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